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Japanese Photographers.
All kinds of Photographs
Work done in latest styles
also Passport Photos
Developing and Printing for
Amateurs a Speciality.
No. 81, Queen's Road Central
TEL. 254.

The China Mail

ESTABLISHED 1845

THE
OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East
Price (including Postage) to any
part of the world \$12.
per annum.

No. 16,775

號七十月二年七十百九千零

HONGKONG, SATURDAY, FEBRUARY 17, 1917.

己丁亥歲年六國民華中

PRICE, \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
TEL. 616.



NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
only.
Applicants will be required to produce
Passports, or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register their
names under the REGISTRATION of
PERSONS ORDINANCE 1914. Forms
of Registration giving the particulars
required may be obtained at the S.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE LISTED THE NAMES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
AND
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914,
£23,970,367.
I—Authorized Capital \$2,000,000
Subscribed Capital \$2,500,000
Paid-up Capital \$2,437,500
II—Fire Funds \$3,837,047
III—Life & Annuity Funds \$17,537,580
Sinking Fund Account \$39,830
£23,970,367

Revenue Fire Branch \$2,381,455
Life and Annuity Branches 2,141,593
Revenue Marine Department 237,239
Other Receipts 478,940
\$5,239,228

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.30 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAYS.

7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the
Company's Office, "Astor House Buildings,"
Des Voeux Road Central.

Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season tickets will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Comproadors, order
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000 Tons, 4,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON SAT.

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

HUDSON
AND
OVERLAND
MOTOR
CARS
BEST CARS IN THE COLONY FOR HIRE.
TRAVELERS 482.
COME AND INSPECT

ANISEED AND LICORICE COUGH BALSAM.

FOR THE RELIEF OF ALL CATARRHAL
COMPLAINTS SUCH AS COUGES, COLDS,
HOARSENESS, AND SORENESS OF THE
CHEST.

PRICE 50 CENTS AND \$1.00 PER BOTTLE.

VICTORIA DISPENSARY.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND
1" to 15"
CIRCUMFERENCE
CABLE LAID
5" to 15"
CIRCUMFERENCE
4 STRAND
3" to 10"
CIRCUMFERENCE


Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Manager.

Hongkong, April 17, 1913.

601



WATSON'S
OLD
BROWN BRANDY
E
QUALITY.
25 YEARS IN WOOD.

A. S. WATSON & Co., Ltd.
WINE AND SPIRIT MERCHANTS,
TELEPHONE No. 616.

THE KWONG HIP LUNG CO. LTD.

(NOW RECONSTRUCTED).

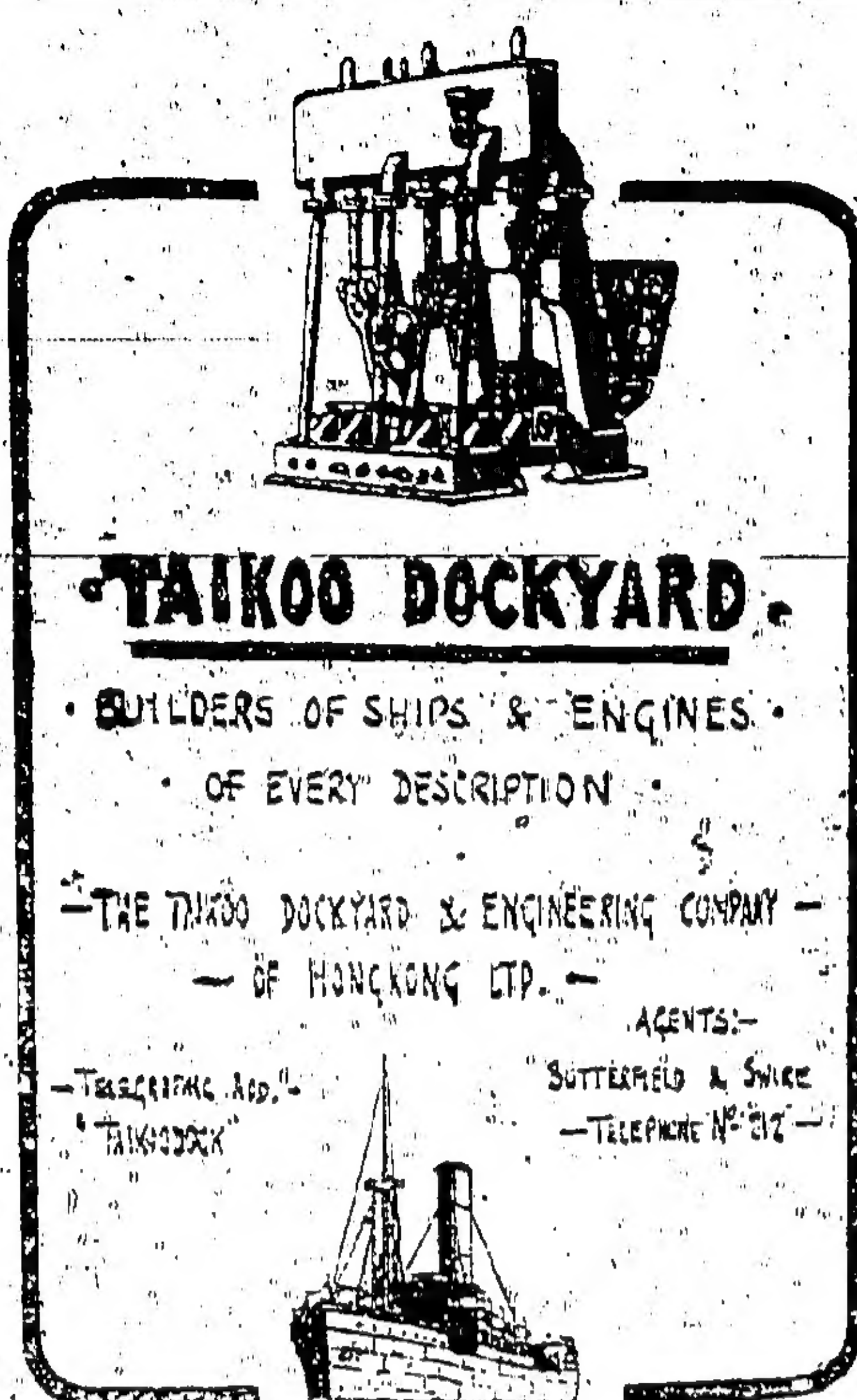
ENGINEERS and SHIPBUILDERS, SOILER-MAKERS, SEAMEN and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Shipyards and can accommodate any work
of 200 tons load.

Town Office, 4A, CONNELL ROAD CENTRAL, HONGKONG. Telephone No. 430.
Shipyards: Shum-Sai-Po, Kowloon, Kowloon. Telephone No. 9.
Businesses handled on application.

Hongkong, April 17, 1913.

WONG PING WA, Manager.

BUSINESS NOTICES.



TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES.
OF EVERY DESCRIPTION.
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS:
SUTHERLAND & SNICE
—TELEPHONE NO. 617—

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGER.

THE HONGKONG HOTEL AND GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
rooms, Roof Garden.

Terms:—From \$5 per day in excess. Telegraph add: "Peasdale",
P. O. PEASDALE, Manager.

PATELL & CO.

Importers-Exporters

Commission Agents

HONGKONG.

Branches:—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

Others:—

HANKOW.

SHANGHAI.

CANTON.

KING EDWARD HOTEL

Central Location

ALL ELECTRIC TRAMWAYS, PANS, MOIRANS,
Electric Lifts, Fans and Lighting,
European Bikes and Sundry Fittings,
Hot and Cold Water System throughout.
Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS:
"VICTORIA", J. WITCHELL,
Manager.

TANG YUK, FETTER, successor to
the late SIEN TING,
14, D'ARVILLE STREET.

TERMS VERY MODERATE
Consultation free.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

POSSIBILITY OF ATTACK ON ENGLAND.

LONDON, Feb. 15.
The Times Military Correspondent
states that Germany is undoubtedly
massing troops on the Western front,
where there are now 166 Divisions, as
compared with 128 in November. He
suggests the possibility of an attack on
England, in conjunction with a great
naval offensive, and quotes a well known
passage from a General Staff text-book
that the advantage of gaining partial
sea control temporarily in order to land
troops might justify the loss of the
German Fleet.

The correspondent emphasises that
the General Staff controls the Fleet,
and the temptation to use it in a
great land and sea offensive
against England must be considerable.
Therefore, he urges the main-
tenance of a strong home defence force
"despite temptations and jibes."

GREAT GERMAN ACTIVITY IN BELGIUM.

LONDON, Feb. 16.
The Belgian newspaper *Le Matin*
learns that the Germans are unprece-
dently active. The Military have
monopolised the railways since the
beginning of February. Troops from
Rumania and Serbia, and perhaps
from Russia, have recently arrived,
including many cavalry. The depot
in Germany composed of youths of good
physique and morale, who are well-
equipped, but the subalterns are strik-
ingly young and inexperienced.

ATTACK BY THE CROWN PRINCE.

A THRUST IN CHAMPAGNE.
LONDON, Feb. 16.
A German official message received
by wireless says:—
The Crown Prince attacked in Cham-
pagne, to the south of Reims, and was
completely successful.
We stormed four lines on a front of
2,600 metres to a depth of 800 metres,
taking prisoner 858.

THE FRENCH REPORT.

A French communiqué states:—
The enemy bombarded our Butte-de-
Mesnil—Maison-de-Champagne front
most intensely and succeeded, with the
aid of the explosion of several mines, in
penetrating a salient west of Maison-de-
Champagne and north of the road to
Butte-de-Mesnil. Our barrage and
flanking fire from the district north of
Main-de-Massiges, caused the enemy
heavy losses.
A violent artillery struggle is pro-
ceeding in this region.
There is great patrol activity in
Woivre.

Five enemy aeroplanes were brought
down.
Our air squadrons bombed railway
stations, blast furnaces, an aerodrome,
barracks, bivouacs, and a military park.

THE BRITISH FRONT.

LONDON, Feb. 16.
Field-Marshal Sir Douglas Haig
reports:—
We made a successful raid south-
east of Bouchez.
An enemy party reached our lines
north-east of Armentieres but was
immediately driven out with losses.
In the air fighting on Thursday
eight enemy machines were driven
down and anti-aircraft guns brought
down another.
Four of ours are missing.

THE WAR LOAN CAMPAIGN.

AN OVERWHELMING TRIUMPH.

LONDON, Feb. 16.
Messrs Ralli Bros, and clients have
taken £15,000 of the War Loan, the
Indian and General Investment Trust
£65,000 and the Bengal-Doonars railway
£30,000.

The War Loan campaign is closing
most enthusiastically. Already it is
evident that the Loan will be a great
success and that the highest hopes
will be fulfilled. Large and small
subscriptions still pouring in from all
quarters make the triumph over-
whelming.

A most imposing demonstration
was held in Trafalgar Square at mid-
day. There were huge crowds. The
Lord Mayor and other representa-
tives from all parts of London went
in procession from the Mansion
House Square where the Lord Mayor
and others made patriotic speeches.
A prayer was offered and then the
Guards Band and a picked Choir led
the singing of "O God our help in
ages past," most impressively, con-
cluding with the National Anthem.

There were extraordinary scenes
on the last day for receiving subscrip-
tions to the War Loan. The City
was invaded by thousands of sub-
scribers and the Banks and Post
Offices were besieged. Long queues
were maintained by the police and
commissionaries.

Similar scenes are reported from
the big provincial towns especially
Glasgow.

BRITAIN'S STOCK OF GOLD.

PARIS, Feb. 16.
The well-known economist, M Ed-
mond Thery, states that the British
Government's stocks of gold had in-
creased by £25,640,000 on December
21, as compared with July 1914.

GERMANY'S WAR EXPENDITURE.

AMSTERDAM, Feb. 16.
German war expenditure hitherto
has amounted to three thousand million
sterling (£3,000,000,000).

THE KAISER'S VISIT TO VIENNA.

THE REASON.

BERN, Feb. 16.
The Kaiser's visit to Vienna was
largely due to apprehensions regard-
ing the Austro-Hungarian attitude
towards Germany arising out of the
recent Ministerial, official and Court
changes. Several of the new office-
holders are wealthy and it is con-
sidered that they are indifferent to
Viennese financial interests which
are dominated from Berlin. Count
Tisza, a strong pro-Kaiserist, is the
only old Minister who remained, so
as not to risk Germany's great
displeasure.

GREAT BRITAIN AND CHINA.

LONDON, Feb. 15.
Reuter states that there is great
satisfaction in British authoritative
quarters at China's decision to break
with Germany. The Allied Ministers
in Peking are in very close touch with
the Chinese Government regarding the
measures which will result therefrom.

(Continued on Page 5.)

INTIMATIONS

BRITISH GOVERNMENT
WAR SAVINGS CERTIFICATES

Applications may be made through the undernoted Banks from whom full information and the necessary forms may be obtained:-

CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA,
HONGKONG AND SHANGHAI
BANKING CORPORATION,
MERCANTILE BANK OF INDIA, LTD.



War Savings Certificates

Value 5 years after purchase	Purchase Price
£500	£387 10 0
£1	15s. 8d.

FREE OF INCOME TAX.

For every 15s. 8d. lent now £1 will be paid in 5 years' time equivalent to 5 per cent. compound interest. No Income Tax will be payable.

Anyone, whatever his or her income may be, can buy War Savings Certificates up to a maximum of 500 £1 Certificates in all or their equivalent.

Meanwhile the money may be withdrawn in full any time, with an addition after the first year.

TERMS AND CONDITIONS.

(1) A Certificate entitles the purchaser to receive £1 for each 15s. 8d. on the fifth anniversary of the date of purchase, free of income tax in respect of the accumulated interest.

(2) A Certificate is not transferable except by permission of the Postmaster General; a fee of 1s. will be charged in respect of each transfer. In the event of death, the same rules will be applied as in the case of Savings Bank Deposits.

(3) On written application (on a form obtainable from any Post Office) being made to the Controller, Money Order Department, London, the purchase price, or part thereof in multiples of 15s. 8d., will be repaid at any time, with an addition of 3d. for each 15s. 8d. on the first anniversary of the date of purchase and with a further addition of 1d. per 15s. 8d. for each month thereafter.

(4) No person may hold more than 500 £1 Certificates or their equivalent.

The £1 Certificates (purchase price 15s. 8d.) are issued in book form. The Certificates for £10 (purchase price £7 10s.) and £25 (purchase price £19 10s.) are issued without books. The £1, £10 and £25 Certificates are on sale at local Post Offices and at most Banks.

Single Certificates for sums from £100 to £500 may be obtained on application to the Controller and Accountant General, General Post Office, London; application forms are available at all Post Offices and at most Banks.

If Certificates be lost, and the serial numbers can be furnished to the Controller of the Money Order Department, new Certificates will be issued at charge of 1s.

GENERAL POST OFFICE, LONDON.
June, 1916.

(For examples of investment in War Savings Certificates, see the other side.)

Examples of Investment in War Savings Certificates

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
£500	£615 10s.	£740 10s.	£875 10s.	£1,010 10s.	£1,145 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
£100	£123 10s.	£147 10s.	£171 10s.	£195 10s.	£219 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
£25	£30 10s.	£36 10s.	£42 10s.	£48 10s.	£54 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
£10	£12 10s.	£15 10s.	£18 10s.	£21 10s.	£24 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
£5	£6 10s.	£8 10s.	£9 10s.	£11 10s.	£12 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
£2	£2 10s.	£3 10s.	£4 10s.	£5 10s.	£6 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
£1	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
10s.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
5s.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
2s. 6d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1s. 6d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1s.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
6d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
3d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
2d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/2d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/4d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/8d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/16d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/32d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/64d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/128d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/256d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/512d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/1024d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/2048d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/4096d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/8192d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/16384d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/32768d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/65536d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/131072d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

Value after 5 years.	Value after 10 years.	Value after 15 years.	Value after 20 years.	Value after 25 years.	Value after 30 years.
1/262144d.	£1 10s.	£2 10s.	£2 10s.	£3 10s.	£4 10s.

INTIMATIONS

LOST.

ON 13th inst. DIAMOND BROOCH in shape of daisy with pearl centre. Finishing. Finder will be suitably rewarded on returning same to Lt. Colonel Currie, Headquarters Office. Hongkong, Feb. 14, 1917. 1508

LOST.

BETWEEN Glenelg and Conduit Road, a Lady's Solid GOLD CURB CHAIN, BRACELET, with Gold Padlock. Finder will be suitably rewarded on returning same to "G.I." Post Office Box 235. Hongkong, Feb. 12, 1917. 1488

NOTICE.

ARNHOLD, KARBURG & COMPANY (In Liquidation).

NOTICE is hereby given that all claims against the above Estate should be filed with the Liquidators on or before 28th February, 1917.

DODWELL & CO., LTD. Liquidators. Hongkong, Feb. 14, 1917. 1498

THE CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWENTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Buildings, No. 5 Cornhill Road, on FRIDAY, the 23rd February, 1917, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1916 and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 19th February, 1917, until FRIDAY, the 23rd February, 1917, both days inclusive.

SEEWAN, TOMES & CO. General Managers. Hongkong, Feb. 13, 1917. 1498

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 24th day of FEBRUARY, 1917, at Noon, for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1916.

THE REGISTER of Shares of the Corporation will be CLOSED from MONDAY, the 12th FEBRUARY, to SATURDAY, the 24th FEBRUARY, 1917 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors, N. J. STAER, Chief Manager. Hongkong, Feb. 9, 1917. 1498

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER AND VEGETABLE SHOW will be held on the 8th and 9th March, in the Botanical Gardens.

Intending Exhibitors should send their entry forms to the Hon. Secretary not later than 28th February.

Copies of Rules and Schedules may be obtained from the Hon. Secretary.

A. NICOL, QUARRY BAY. Hongkong, Feb. 12, 1917. 1498

DAIRY FARM NEWS.

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Charters of Sebatik Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD. Agents Covil Harbour Coal Company, Limited. 1297

FELUCCA CIGARETTES
BEAR THIS HALL MARK OF DISTINCTION
No. 33
IS THE MOST POPULAR

CRIMES OF THE GERMAN
PIRATES.DAMNING INDICTMENT OF THE
NEW CIVILISATION.TRAGIC PLIGHT OF SAILORS IN
OPEN BOATS.

By ALFRED NOYES.

"The last we saw of the captain's boat was..."

"They drifted away. We never saw them again."

This is the burden of a hundred tales, true tales, that are so plain and simple that I believe very few people realize their meaning. It seems inconceivable otherwise that a civilised world should allow the sickening work to continue, as it does, day after day and night after night, in this bleak winter, a work of murder against unarmed men on the high seas.

Open boats! What a mockery is that safeguard in the face of the Lusitania outrage. But the mockery does not stir the world. Our civilisation has neither eyes to see nor ears to hear, unless the case be a very large and sensational one.

How many people have heard, for instance of the Tringa? She was a ship of over 2,000 tons and carried a crew of only 25 men. What are 25 men to civilisation? To German civilisation they are less important than one's meat. As for the neutral world, the cries of drowning men must come from at least 1,500 throats in order to be heard at all. Undoubtedly our civilisation has grown too big for us; and no human cry will halt a wheel of it.

On a certain cold November day, the crew of the Tringa saw the wake of a torpedo pass under her stern. Immediately afterwards a submarine appeared on her starboard, quartered about 400 yards away. She opened fire at once, on the unarmed ship. This is the narrative of one of the crew:-

RELLENS CREW, WERE ON.

"We blew three blasts on the whistle to indicate that we were trying to stop the ship; but she still continued on her way. One shot crashed right through the crew's quarters. We immediately lowered three boats, and got all the crew away from the ship. The U boat circled round to the port side, and still continued to fire at the ship. She passed close to the boats while she was firing, and fragments of the ship fell among them. The last shot caused a heavy explosion. The ship went down shortly afterwards, stern first."

"The weather was very bad," continues one of the survivors. "We were picked up by a steamer at 8 o'clock on Sunday morning."

A Roman poet, once declared that it was pleasant to stand in safety upon the shore and watch others battling for life with the waves. One feels that there must have been a Frisian streak in Lucretius; but, the sentiment, in a less extreme form, is common to humanity. Certainly it is pleasant to all men to see an enemy battling with the waves of his own anger, especially when he is the commander of a U boat.

SUBMARINE REAPPEARS.

The Chantale was an unarmed British ship, and she was torpedoed without warning. The crew had all taken to the boats. It was a heavy weather, with a long swell, a light breeze, and what sailors call "low visibility." The boats lay to for nearly an hour, without sighting the submarine, and, as the ship had not yet shown signs of sinking, the master decided to return to her. The U boat, however, was evidently watching them, like a lynx, an easy matter with a periscope that is almost invisible at a few hundred yards distance. As soon as the master's boat began to pull towards the ship, there was a "whizzing noise" and a shell passed overhead, striking the water very near them.

The submarine appeared, about a mile away, rushing up at full speed. It was evidently a highly excitable submarine, for she came tearing for the boats, with her commander shouting "Where's your captain? Come on board, you English dog! You murderer! You bastard!"

The master got his boat alongside, and the German commander swore at him, then struck him and kicked him for not leaving her off properly. The master was then told to come to the conning tower, which he did. There the submarine captain caught him by the throat, threatening to hang him and using very foul language.

A TALE OF MURDER.

The brutality of the open boat system of dealing with passengers and crews of merchant ships is well illustrated by the case of the Chic.

A submarine suddenly appeared on the starboard side and began shelling the ship which was unarmed. She stopped at once, and the crew were ordered to abandon her.

An effort was made to lower the port lifeboat; but it was caught by a sea and lifted quite slack in the blocks. On release, when the sea subsided, it dropped heavily. The after four was carried away. The carpenter, who was in the boat, was nearly strangled. A seaman named Creighton, who was in the boat, was thrown into the water, well clear of the ship. A lifebuoy was thrown to him, but he was heavily clothed, probably wearing sea boots, and he was drowned.

The boat rapidly filled. Efforts were made to bale her; but she was found to be too badly damaged to be seaworthy.

The sea-bowling, however, was not concerned with these trivial matters of our common humanity. She was concerned with great things like the impersonal movement of the stars, the destiny of Germany and the God who is undoubtedly "mit uns."

Could anything illustrate more completely the chaotic brutality of the present defiance of international law at sea? It is simply a tale of murder, foul and unnatural; a most damning indictment of the new German civilisation.

The Allies are fighting the criminal. I do not see how neutral countries can fail, at least, to pass their moral judgment upon him. If they do not do so openly there are only two explanations. The first is that they do so secretly, but the German "frightfulness" has muzzled them.

The second is that a great part of the human race has terribly deceived itself about its own character. No contentment can be too complete for the perpetrators of this outrage against every chivalrous instinct that has ever found lodging in the unhappy heart of man.

A HERO UNDER TWO FLAGS.

FOUGHT FOR AND AGAINST THE
TURKS.

One of the most romantic stories of the war centres round Herbert Gerald Montagu, a private in the Oxford and Bucks Light Infantry, formerly a lieutenant in the Royal Munster Fusiliers, who has died in action.

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ALL DELICIOUS AND APPETISING.
GAME, HAM, CHICKEN AND TONGUE, ETC., ETC.

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Chlorodyne is a liquid taken in drops, graduated according to the number. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail, leaves no bad effects; and can be taken when no other medicine can be tolerated.

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JOINT WELFARE.

NATIONALISATION OF LEISURE.

RATIONALISATION OF INDUSTRIES.

[BY SIR WILLIAM H. LEVER.]

What is known as the "Welfare" department is rapidly coming to be recognised as an essential part of modern factory organisation. It consists generally in the provision more or less completely of improved conditions for health and safety of employees, such as the study of safety as a first condition of works management, the provision of rest rooms, dining rooms, canteens, baths, reading rooms, and occasionally the providing of good housing with, gardens, gymnasium, clubs, hospitals, entertainment halls—and when further extended includes also co-partnership, profit-sharing, pensions, and retiring funds, sick benefits, savings bank, holiday homes. Usually the Welfare Department is managed by a joint committee of managers and staff, which often has attached to it a social secretary. Opponents of the inclusion of the Welfare Department as an essential of modern industrialism usually attack on the grounds that it is no part of an employer's duty or obligation, that it is patriarchal paternalism, and when it is claimed for welfare work that it is only a tangible evidence by the employer of appreciation of the services of the employee, and that the results justify the argument, "it pays," then a fresh line of attack is taken, and it is alleged that the wage earner resents such "industrial paternalism." And so on "ad infinitum."

It seems to me that all these efforts for welfare of employees are merely practical evidence of the application of common sense to factory conditions, and not a single word need be wasted on critics and opponents.

WORK AND WELFARE.

Conditions in this grand old world have not changed since Carlyle wrote: "The mandate of God to his creature man is: 'Work!' The Welfare Department is not a patent pill to cure all the ills attending life under this mandate. The majority of all of us, whether we are employer or employee, spend our days from morn till eve at work, and our nights in preparing our mental and bodily powers for the next day's work. Some would have it said to the employee, "Work your eight hours a day in dull monotony—it is your lot in life, and be thankful your hours of work have been greatly reduced since your father's time," whilst saying to the employer, "You work too hard at business, and give too much of your time to it. You should take afternoons off for golf. You should go to business 'later, and leave business earlier.'" In fact, the doctrine is preached that the ideal condition for the workman is work, and the ideal condition for the employer's leisure. We can have no such contradictory ideals in business; rational conditions of work are required equally for the efficiency of both. We have got so accustomed to the present unequal distribution of wealth and welfare that we are apt to lose sight of the basic law of the equality of all men who work and do their duty. The home and cow require no more than good feeding and warm housing, and if man had the mentality of a horse or a cow then wages, ever rising higher and higher, would be the solution, and the Welfare Department could be scrapped. But each year we are coming to recognise more and more that the workman has a mind and soul, as well as a body and muscles. To ensure the ideal conditions of employment in the ideal State let good environment be provided both in factory and home, where healthy work without strain and exhaustion is possible as the rational means to the raising of mankind above the beasts of the field. On this foundation—welfare conditions are only the foundation—man can reach forward to the higher life that lies around and about him. The workman whose labour does not yield this possibility is worse off than the birds of the air, the fish of the sea, or the wild beasts of the forest.

TOWARDS A SIX HOURS DAY.

Our error in the past has been in looking at work as in itself the end, and in disregarding the fact that workmen have minds and souls equally with all others of their fellow-men. The end and aim of work is the same for each of us—to supply our wants by the exercise and development of all our powers of mind and body, and as the means to the realisation of a life full of all real true happiness. Nothing can, with justice to any of us, and least of all to the workers, be permitted in a free country to deprive any of this birthright of each; or to deprive us of the possibility of each for himself living a full, complete life of rational work, combined with reasonable leisure and means for the realisation of the higher life of mind and soul.

Gradually hours of labour in factories have been reduced from 12 hours to eight hours working day for adult men and women, and the age limit for employment of children has been raised from six years of age to 14 years of age. When these reductions of hours, and limitations of employment for women and children were being fought for by the late Lord Shaftesbury, the employers declared that industries in the United Kingdom would be ruined, and our export trade driven into the hands of the foreign competitor; but at each reduction of hours for labour, and at each improvement in conditions of employment in factories, there has always followed one

result, so invariably and regularly realised as to make this result an axiom—and that result has been the cheapening of production by increases in the volume produced, improvement in quality, and making possible the payment of higher and higher wages, with shorter and shorter hours. These invariable results have astonished friends and staggered opponents, and we now know that it is an established fact that more product in volume and a product better in quality can be produced in an eight-hour working day than was ever possible in one of 12 hours.

And now for the joint welfare of employer, employee, and consumer, we are rapidly approaching the time when our industries must be rationalised by a further reduction to a six-hours working day, a condition that can be rendered possible, may be economical, by the employment in factories during the working day of two shifts of six hours each shift, and in continuous occupations the working day of four shifts of six hours each shift. One shift commencing, say, at 7 a.m., with half-hour off for breakfast at 8.30 o'clock to 9 o'clock, and then continuing to 1.30 o'clock. The next shift coming on duty at 1.30 o'clock, and with half-hour off for tea at 4.30 o'clock to 5 o'clock, continues on to 8 o'clock. In continuous occupations shifts of six hours each, including meals, Saturdays to be worked the same hours as all other days of the week, and thus totalling a working week of 36 hours per wage-earner. Changes in time of starting for each shift would be varied alternately each week, so that the "shift" that came on duty at 7 o'clock one week would come on duty at 1.30 o'clock the week following, and so on. Wages would be raised per hour proportionately to yield the same total earnings per week as was being paid at the time this change came into operation. This is the rational working day, if we are to make possible a full, healthy development of mind, body and soul. With mechanical horse-power these hours can be made to yield the maximum possible of production without strain or fatigue, and will ensure the highest state of efficiency. Mechanical utilities and machinery are every day becoming more and more perfect, and better capable of replacing hand labour, and enable us to discard the notion that an eight-hour working day is essential to successful economical factory working.

As mechanical utilities and machinery get more and more costly, the absolute necessity for running our factories either continuously, as we run our ocean steamships, or at least for periods of 12 or 18 hours each day, becomes an essential factor in the cheapening of production. A modern factory running for 12 hours each working day instead of for eight hours as at present, and worked to its maximum of production by willing workers free from the blight of "Ca. Canny," could produce goods more cheaply by paying 20 shifts, for working six hours each, the same total wages each wage-earner as is paid each for the existing eight hours day.

The cost of wages, fuel, lighting and of wear and tear of plant would be enormously increased, and the fatigue and strain on workmen would be decreased. Plant does not become obsolete from wear and tear, but has to be scrapped to make room for later improvements. Machinery would yield her full output to man, and man would render his full efficient service as a "citizen by the unstrained exercise of brain and muscle, mind and body."

So much for rationalising our industries. And now let us consider the employment of the resulting leisure time available for other occupations and duties than wage-earning. To complete the eight hours day at present being worked, two hours per day can be, and indeed and in fact must be devoted to other duties and occupations.

SERVICE FOR THE STATE.

These two hours must be nationalised. They must be devoted to training, education, and service for the State. No wages will be paid for attendance, and no charge will be made for education or training. Youth of both sexes, from 14 years to 18 years of age, must be compelled to attend two hours each day—morning or afternoon alternative weeks—at school or college when not at work. And men from 18 years to 25 or 30 years of age for the same hours each day to receive further education, physical exercises and military training. After reaching the age of 30 years attendance, except in emergency, would not be compulsory.

It is only by the adoption of a six-hour working day that full and complete education, discipline, and training can be given in preparing every citizen to live a full life of service to his country and his home with happiness to himself.

After working an eight-hour day neither youths nor adults are in a fit mental or physical condition to receive either education or training. The result is a great proportion of the millions of money we spend on education of our children up to 14 years of age is mainly wasted.

A six-hour working day would give the requisite control and discipline so necessary for the welfare of the growing youth of both sexes from 14 to 18 years of age, and complete more fully than is now practicable our primary education. A six-hour working day would give us a citizen army trained physically and mentally for defence of King and country, of home and family. Life under such conditions would be worth living, and such conditions of life would be worth fighting to defend and maintain.

A six-hour working day would develop inventive genius—output by mechanical

INTIMATIONS

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power appliances and utilities could be so increased that each man could yield a bigger output at less cost as the result of his labour and skill of brain and muscle in six hours than is now produced in eight hours.

We must, when the war is over, face the absolute necessity of training our wage-earners for the highest positions in commerce, and for the highest duties of management and of citizenship, and what an enormous gain to commerce and the State to have a number of men so trained in every town, city, and county of Great Britain and the Empire. As better organisation shortens the hours of labour the workman will become more conscientious in his labour and as a co-partner sharing in results proportioned to his skill and ability his work will become a joy and pleasure.

INCREASED OUTPUT IN FEWER HOURS.

That an increased output in six hours could be produced over any possible output in eight hours I have not the slightest shadow of doubt, for it is obvious that plant, machinery, and factories at themselves apart from the greater energy and vitality of the worker can by merely continuous running produce from one and a half to three times the present output with very little increased expenditure beyond that of wages, fuel, light, etc.

On the Congo River steamships can only be run 12 hours each day—that is, during daylight—owing to shallow waters, shifting sandbanks and rapid currents; and the cost of transport is nearly doubled in consequence as compared with what it would be if Congo River steamers could run continuously during the 24 hours, as do ocean-going steamships.

The war has interfered enormously with the building and equipment of new factories. Look what a gain we should have under a six-hour working day with change shifts, whereby one factory with plant and machinery already existing could produce output equal to that of from one and a half to three factories under the present system of an eight-hour working day.

I do not believe there will be any shortage of employment when the war is over, but if there were such a danger then this suggestion would tend to remove any such possibility by increasing our plant, machinery and mechanical steam power so enormously that production would be cheapened, thus increasing demand for our manufactures and more than absorbing any surplus labour there might be.

The question is:—Would this power for increased output and reduced cost be the aim of all engaged in our industries under such a rationalisation?

Would labour join up with the spirit of rationalisation to produce this result? From my life-long experience of labour leaders and workmen I unhesitatingly say "Yes," and they would do so wholeheartedly; but if they did not, then this suggestion becomes an idle dream and the change is impossible, because we can only attain to greater leisure by producing more and better and cheaper goods in fewer hours. These are the only lines upon which we can better organise and rationalise industrialism.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURE FOR ALL THE AFFECTIONS OF THE
THERAPION No. 2
CURE FOR ALL THE AFFECTIONS OF THE
THERAPION No. 3
CURE FOR ALL THE AFFECTIONS OF THE

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LESSONS IN CHINESE

MR. LI HON SAN, a Chinese graduate versed in literature, has been a teacher to European Officials and Merchants in this Colony for ten years. He has a good method of teaching the Chinese language in the Chinese examination, and is possessed of a first rate knowledge of Mandarin and Cantonese. Those who intend learning the Chinese language are requested to write to "The China Mail" Office direct to No. 30, Wellington Street, second door.

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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,
the 23rd February, 1917, at 2.30 p.m., at No. 17, Kennedy Road, (Top Flat),

A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE,
etc., etc., etc.,
therein contained.

Consisting of:—
Teakwood Hall Stand, Roll-top Desk and Bookcase Combined, Handsomely Carved Massive Blackwood Sideboard, Large Blackwood Silver Cabinet, Battered Overmantel Mirror in Blackwood Frame, Blackwood Fire Screen with Blue and White Panels, Large Blackwood Round Dining Table, Silk Tapestry-covered Arm-chairs and Chesterfield Sofa, Brass Double Bed (practically new), Teakwood Wardrobe, Bureau, and Washstand all with Bevelled Mirrors, a few lots of Pictures, Table and Bed Linen, Glass Ware, &c.

One Good Dinner Service, Copper Fender and Fire Irons, Ice Chest, Shanghai Bath, &c., &c.

Also
One Upright Grand Piano by John Broadwood and Son, London (practically new and in splendid condition).

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On view from Thursday, 22nd instant at noon.

Catalogues will be issued.

TERMS:—Cash.

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Auctioneers.
Hongkong, Feb. 15, 1917. 1502

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

MONDAY,
the 19th February, 1917, at 11 a.m., at No. 7, Cox's Path, Austin Road, Kowloon.

THE SUNDAY
HOUSEHOLD FURNITURE, &c.,
therein contained.

On view day of Sale.
TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 15, 1917. 1503

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

THURSDAY,
the 22nd February, 1917, at 2.30 p.m., at No. 7, Middle Row, Kowloon.

THE
VALUABLE HOUSEHOLD FURNITURE,
etc., etc., etc.,
therein contained.

Comprising:—
Hall Stand and Table, Handsomely Carved Blackwood Desk, Music Cabinet, Stands, &c., Oil Paintings, Water Colours and Engravings, Hand-painted Madras Muslin Curtains (new), Ornaments and Vases, including a few pieces of Carved Ivory, &c., large Marble-top Sideboard, Extension Dining Tables and Chairs, Leather-covered Upholstered Suite, Glass Ware (including Cut-glass), large Dinner Service (Brown Derby), Cutlery, &c., Double and Single Bedsteads, Wardrobe, Dressing Tables, Shaving Mirror, Roll-top Desk, &c., Bath Room, Pantry and Kitchen Utensils.

Also
Boudoir Grand Piano by Winkelmann, Brunswick in very good condition, Electric Fittings, Plants in Pots, &c., &c.

On view Wednesday, 21st inst. from 2 p.m.

Catalogues will be issued.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 15, 1917. 1505

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

TUESDAY,
the 20th February, 1917, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of
ICE HOUSE STREET.

VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE,
etc., etc., etc.,
As follows:—
One Upholstered Suite, Arm-chairs and Sofa, Card Tables, Bedroom Furniture, comprising Double Brass-mounted Bedstead, Twin Bedsteads (Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dinner Service, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Set, &c., Bath Room Utensils, Roll-top Desks and Writing Tables, etc., Sundry Electro Plated Ware.

Piano in good condition, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, etc.

Also
One large Chiming Clock by Falconer, original cost £200.00 Tennis Poles and Netting, &c., &c.
Brass Finger Bowls, Carpens (New and second-hand), Child's Cots, etc. (Full Particulars from Catalogue).

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THEODOLITE AND LEVEL.

Full particulars may be had from the undersigned.

TERMS:—as usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 7, 1917. 1474

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

THURSDAY,
the 22nd February, 1917, at 2.30 p.m., at No. 7, Middle Row, Kowloon.

THE
VALUABLE HOUSEHOLD FURNITURE,
etc., etc., etc.,
therein contained.

Comprising:—
Hall Stand and Table, Handsomely Carved Blackwood Desk, Music Cabinet, Stands, &c., Oil Paintings, Water Colours and Engravings, Hand-painted Madras Muslin Curtains (new), Ornaments and Vases, including a few pieces of Carved Ivory, &c., large Marble-top Sideboard, Extension Dining Tables and Chairs, Leather-covered Upholstered Suite, Glass Ware (including Cut-glass), large Dinner Service (Brown Derby), Cutlery, &c., Double and Single Bedsteads, Wardrobe, Dressing Tables, Shaving Mirror, Roll-top Desk, &c., Bath Room, Pantry and Kitchen Utensils.

Also
Boudoir Grand Piano by Winkelmann, Brunswick in very good condition, Electric Fittings, Plants in Pots, &c., &c.

On view Wednesday, 21st inst. from 2 p.m.

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THE DIARY

MEMOS FOR MONDAY.

11 a.m.—Auction of Household Furniture at 7 Cox's Bury, Austin Road, Kowloon.
5.30 p.m.—Lecture at Helena May Institute.

General Memoranda.

THURSDAY, Feb. 22—
Shrove Tuesday.
Princess Royal's birthday (1887).
WEDNESDAY, Feb. 21—
Ash Wednesday.
TUESDAY, Feb. 20—
Washington's Birthday.
2.30 p.m.—Auction of Household Furniture, Pianos, etc. at 7 Middle Row, Kowloon.
FRIDAY, Feb. 23—
Hongkong Stock Exchange Settlement Day.
2.30 p.m.—Auction of Household Furniture, Flats, etc. at 17 Kennedy Road.
SATURDAY, Feb. 24—
New—Hongkong and Shanghai Banking Corporation's Meeting.
Mon. 26, Tues. 27, & Wed. Feb. 28—
Hongkong Jockey Club Race Meeting.
THURSDAY, March 1—
St. David's Day.
FRIDAY, March 2—
H.K. Jockey Club Race Meeting "Off" Day.
THURSDAY & FRIDAY, March 3—
H.K. H. Society's Annual Flower and Vegetable Show.

FOR JOSS.

YOUR NAME in gold on your RACE BOOK.

Can you distinguish your Race Book from any other?
Secure speedy return of your Race Book should you mislay it.

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NOTICE

Communications relating to news should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with any communication addressed to the Editor, and necessary for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$36 per annum; per quarter and per week "pro rata".
The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

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Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts., Order 30 cts., per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty-five cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 6, 8 and 9 should be sent not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address "MAIL Hongkong." Code "A.T.C. 016 Edition."

Telephone No. 22.

The CHINA MAIL, LIMITED.

"No German appointments to the Indoor Staff," said the statement, "have been made since the beginning of the war, and although a few have been accepted for the outdoor staff, there is a net decrease of 56 in that department." Moreover, it was officially declared that there was no foundation for the statement that Germans are being substituted for Britons who have gone to the war. A "British Consul in China" undertook to repudiate in the *Times* the statement that "at the outbreak of war 30 British Consuls in China were Germans." This is the first time we have heard of this amazing statement, and from our own knowledge of the Consular Service in China we have no hesitation in characterising it as utterly untrue. The Consul who contradicts the statement declares that "not one member of the British Consular Service in China was then or is now of German nationality." Mr. Wile has given to the world much illuminating information about the German as he knew him in Germany, but, after the prompt contradiction which his statements about Germans in China received, he will doubtless take care to verify any further information that may reach him from the same source by applying to quarters more authoritative if less "distinguished."

NEWS OF THE DAY.

LOCAL AND GENERAL

Mr. Bowen Rowlands has left the Colony to join the army.
A Japanese paper states that the coming tourist season is expected to be a record one for Japan.

An order by the Governor-in-Council, wholly adopts the existing valuation of the tenements in the Colony for the year 1917-1918.

The sum of two hundred dollars, part proceeds of the concert held on 14th last at the Helena May Institute, has been sent to the Fund for Blinded Soldiers and Sailors.

His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to recognise Mr. Leighton Hope as Vice-Consul of the United States of America at Hongkong.

Notice is given in the *Gazette* that another enemy trade mark has expired and will be removed from the Register "unless the prescribed fee for the renewal of registration is paid before March 13th."

A notice in today's *Gazette* relates to a proposed lease for 99 years of certain Crown land at Hung Hom comprising portions of the "Foresters" and sea-bed having a total area of 308,825 square feet.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Milk Co. \$100

Among those who had booked passages for Hongkong when the last mail left were Mr. and Mrs. Langley, Mr. C. Brown, Rev. and Mrs. Hendricks, Mr. Bonnar, Dr. and Mrs. Horston, Mr. G. E. Stewart, Mrs. Arnott and Mr. Wyatt.

It is notified in the *Government Gazette* that Mr. C. F. Bowen-Rowlands, Secretary to the Sanitary Board, has by direction of the Secretary of State for the Colonies, been dismissed from the Government Service, with effect from the 14th February, 1917.

A gloom was cast over the French and Allied communities of Shanghai last Sunday by the death of Mons. J. Dantin, Secretary of the French Municipal Council; flags over Municipal and other buildings were half-masted. Mons. Dantin came to his death by an accident in most distressing circumstances in the bathroom of his apartment in the French municipal building. The bathroom was tightly sealed with felt to keep out the north wind and, it is supposed, the room had become filled with fumes from the heating apparatus and Mons. Dantin was suffocated.

COMPANY MEETING.

THE HONGKONG HOTEL CO., LTD.

The ordinary half yearly meeting of shareholders of The Hongkong Hotel Co., Ltd., was held at noon today at the Company's Hotel.

There were present: Mr. J. Scott Hurston (Chairman), Messrs. E. Maidland, Ellis Kadisberg, A. O. Lang (directors); W. Logan, M. Maunick, S. D. Somekh, A. E. Crapnell, J. M. Alves, J. Patterson, J. Walker, Shi Po Sam and Fung Tat Hang, shareholders; and J. Taggart, Acting Secretary.

The CHAIRMAN said: Gentlemen—The Reports and Accounts having been in your hands for several days, I will, with your permission, and in accordance with the usual practice, take time as read. The profits on the Company's working account for the half year under review amounted to the sum of \$26,381.07, as compared with a sum of \$26,423.44 for the corresponding period of 1915—thus showing an increase of \$12,866.63. The Profit and Loss Account (including the sum of \$24,777.05 brought forward from the previous half year) amounted to the sum of \$123,493.32, in regard to which your Board recommend a distribution as follows:—

To pay a final dividend of \$4 per share on 20,000 shares \$80,000.00
To transfer to Repairs & Renewals Account 20,000.00
To write off Steam Launch 1,000.00
and to carry forward to new account 42,493.32

and I trust that this suggested apportionment will meet with your approval—more especially in view of the fact that, as you will observe, the shareholders will be in receipt of a dividend of \$6 per share in respect of the year 1916, as against \$5 for the preceding year. Having regard to the fact that the price of all commodities, and of food in particular, have been steadily rising, I think you will agree—that the profit shown for the past half year is extremely satisfactory, and particularly so, having regard to the fact that the transient business—which to the Hotel is naturally the most remunerative—though slightly in excess of 1915, has not by any means assumed the proportions of pre-war days. In order to keep the establishment up to date, we have deemed it advisable, notwithstanding the effects of the war, to continue our previous policy regarding improvements; and the Company's properties—the maintenance of which in good condition always entails a large expenditure—have been well looked after.

In addressing you in February last, Dr. Noble (the then Chairman of the Company) foreshadowed the making of certain alterations to the First Floor of the Hotel. These alterations have now been completed, and I believe that the accommodation obtainable therefrom compares most favourably with that to be found in modern hotels in Europe. The work in respect of the new Cold Storage and Butchery is almost finished, and, coupled with the re-organisation of certain portions of the General Service, and with certain re-furnishing which we contemplate carrying out during the current year, will, on actual completion, tend to vastly improve the establishment. I do not propose to make any prophecies as to the future, but would draw your attention to the fact that, in order to be prepared for any contingencies that may arise, your Board have adopted the policy—which I think you will agree is a sound one—of carrying forward the sum of \$42,493.32 as against a small sum carried forward for the similar period preceding the outbreak of war. I cannot close these remarks without stating that I desire on behalf of the Board to cordially thank the Manager and other members of the Company's Staff who have contributed to what I think may in the circumstances be considered a very satisfactory result for the Company's shareholders. If any shareholder has any question to ask, I shall be pleased to endeavour to answer some to the best of my ability.

On the motion of the Chairman, seconded by Mr. J. Patterson, the report of the Board of Directors, the report of the statement of accounts was adopted.

On the proposal of Mr. S. D. Somekh, seconded by Mr. W. Logan, Mr. Ellis Kadisberg was re-elected to the directorate; and on the proposal of Mr. A. E. Crapnell, seconded by Mr. M. Maunick, Messrs. A. R. Lowe, F. C. A. and H. Percy Smith, F. C. A., were re-elected auditors at a remuneration of \$200 each.

CLOSING QUOTATIONS.

12.30 p.m.
Def. Indos. \$197 1/2 buyers
China Sugar 118 3/4 buyers
Wharves 68 3/4 buyers
Humphreys 6 3/4 buyers

TRAINING TIMES.

A heavy fog in the early morning completely covered the course, and it was some time before it cleared sufficiently to enable "clockers" to see both pony and post together. Consequently some of the times taken are incomplete with quarters missed. The extra mile has been removed from the grass course so, for the first time this season, the ponies could be timed accurately. The going was good, though not fast, the fog or heavy dew having made the grass a bit holding. There was a large attendance, including H.E. the Governor. Messrs. Boyd and Fern arrived yesterday, and were both seen in the saddle this morning. We regret to learn that Mr. R. F. Aldi will be unable to come down as his wife is laid up with pneumonia. We understand Mr. C. R. Burdell will take his place and ride for Sir Paul Clutter. Three ponies were culled yesterday, Sonia, Victory Dahlia and Northland, the last named half a mile only, in 1.04.4, last quarter 30.4. Two reliable watches got "Silver Streak's" last quarter as 20.4; one gave the full time as 3.33, and the other as 3.35.3. Some comments on today's form will appear in our Monday's issue. The following are the times taken this morning:—

OLD FONES.

DIXIE, Ezra, 11, last 1.15, 1.45.4; last 1.04.4.
GENERAL BURNWOOD, Ezra, and SILVERWOOD, last 1.42.2, —, 1.43.
MURPHY, Boyd, 11, last mile, 3.24, 2.02.2, 2.53; last 1.32.3.
CAPZOW'S WIFE (age 58), 1 mile, 37, 1.11.2, 1.45, 2.15.4; last 1.30.4.
CROSBY, Knoll, 24, 40, 1.16, 1.52.3, 2.27.2, 3.03, 3.38; last 1.33.
GOLDEN, 11, 37.2, 1.13, 1.47.1, 2.19.3, 2.53; last 1.33.2.
NORTHLAND, Knoll, 11, 39, 1.14, 1.47, 2.21, 2.54.3, 3.28, 4.00.3; last 1.32.3.
DANBY CHIEF, 1 mile last 1.32.2, 1.04.2; last 1.31.
ASTORIAN CHIEF, 1 mile, 32, —, 1.54, 2.27; last 1.31.
NATANA, 11, 41.3, 1.20.3, 2.00.1, 2.39.1, 3.17.2, 3.52.2; last 1.35.
THUNDERBOLT DAHLIA, 1 mile, 35, —, —, 1.12.3.
CONQUEST DAHLIA, 1 mile, last 1.32.1.
WINDSON DAHLIA, 1 mile last 1.35.3, 1.10, 1.42; last 1.32.
GIANT DAHLIA, 11, —, 1.00.2, 1.42.3, —, 2.25.3, 4.01.3; last 1.36.
DERBY GRIFPINS.

VICTORY, Ezra, 11, 41, 1.17.3, 1.54, 2.27, 2.54.4; last 1.14.
IRON DRUM, Ezra, 11, 45, 1.22.3, 2.00, 2.43.2, 3.20, 3.52.3; last 1.32.3.
TOWN MOORE, 11, 35, 1.08, 1.42, 2.15.3, 2.40, 3.28; last 1.30.
BROWN MOORE, 11, 39, 1.14, 1.46, 2.21.3, 2.55.4, 3.29; last 1.33.1.
TITMUS, Knoll, 11, 39, 1.14, 1.48, 2.21.3, 2.55.4, 3.29.3; last 1.33.4.
FORSYTH CHIEF, 1 mile, 30, 1.15.2, 1.50.2, 2.21; last 1.30.3.
ROSSIAN CHIEF, 1 mile last 1.32.2, 1.04.2; last 1.31.
GLORIOUS PRIZE, 1 mile, —, 1.08, —, 2.14.
BRIGHT PEARL, 1 mile, —, 1.08, —, 2.17.
DANBY, Seth, 11, 46.2, 1.24.3, 2.02.3, —, 3.13.4, 3.46.2; last 1.32.3.
VICTORY DAHLIA (F), 1 mile, 34.2, 1.10.2, 1.46, 2.15.4; last 1.30.4.
OSWALD DAHLIA, 1 mile last 1.34, 1.48, 1.40; last 1.32.
CHOICE DAHLIA, 1 mile, 38, 1.13, 1.49.3, 2.21.2; last 1.31.4.
SILVER STREAK, 11, —, 1.15.3, 1.52, 2.20.2, 3.04, 3.34; last 1.30.
HEZELINE, 11, 30.2, 1.16, 1.54.3, —, 3.00, 1.42.2; last 1.35.2.
ARABIAN, 11, last 1.35.1, 1.08; last 1.32.2.
SILVER (F), 1 mile, 35.2, 1.07.2, 1.35.4; last 1.32.2.
MANSION, 11, last mile, 36, 1.11.2, 1.47, 2.18.1; last 1.33.1.

GRIFPINS.

PETER DOODY, Barton, 1 mile, 30, —, 1.47.1, 2.22; last 1.34.4.
OAK BAR, 1 mile last 1.48.1, 1.44.
ADVANCE DAHLIA, 1 mile last 1.37.1, —, 1.44.
SUBSCRIPTION GRIFPINS.
HANG ON AND ASPHON, Adams, 11, last 1.46, 1.27.3, —, 2.41.4, 3.14.4; last 1.33.
MO, 11, last mile, 33.3, —, —, 2.16.
THE BIGGON, Barton, 1 mile, 39, 1.15, 1.51, 2.22.3; last 1.31.3.
HUSH HUSH, 11, 39.2, 1.15.4, 1.50.4, 2.23.3, 2.58; last 1.32.2.
MERRY MONARCH, Boyd, 1 mile 2.27.
CHIEFTAIN, Ezra, 1 mile last 1.39.1, 1.18.3, 1.52; last 1.33.2.
THORIN, 11, 41, 1.17.3, 1.54, 2.27, 2.59.1; last 1.32.1.
MONARCH, Boyd, 1 mile last 1.36, 1.11, 1.44; last 1.33.
SPARKER, 1 mile last 1.37, 1.11.1, 1.48.1; last 1.32.
FIND MOORE, Knoll, 1 mile, 34, —, 1.44, 2.19; last 1.35.
FEELERS PRIZE, 1 mile, 35, 1.07.2, 1.42.2; last 1.36.
JADESTONE, 1 mile, 37.3, 1.14.2, —, 2.12.2.
MOONSHOOT, 1 mile, 37.8, 1.14.3, —, 2.24.1.
SARAS, 11, last mile, 41.3, 1.51.3, 1.59, 2.21.2; last 1.32.3.
MADE DAHLIA, 1 mile, 37.8, 1.16.2, 1.54.2, 2.23.2; last 1.32.

THE MAGISTRACY.

BEGGING RICE.

"Only asked for some rice," was the excuse given by a very old Chinese who was charged with begging in On Lan Street.
When asked by Mr. Melbourne if he had any relatives or friends in Court the old man slowly looked about the Court room and finally said, "I don't know, my sight is very bad."
His Worship informed the defendant that begging was against the law and bound him over on a personal bond of \$10.

RESISTING A CONSTABLE.

A Chinese charged with resisting a constable was brought before Mr. Melbourne this morning.
The lukong entered the witness box and deposed that he saw the defendant fighting with another man whom he was beating with a bamboo pole. When the constable attempted to separate the combatants the defendant violently resisted him and bit his thumb. The constable then drew his truncheon but the defendant grabbed it from him, struck the constable in the abdomen with it, and tore his tunic in an effort to prevent him from sounding his whistle. With the assistance of another lukong the defendant was finally arrested and taken to the Police Station.

ANCHOR CASE AGAIN HEARD.

The remanded case in which a former Chief Officer of the s.s. *Hue* is charged with stealing two of the ship's anchors was again before Mr. J. R. Wood this morning, when evidence was given by Mr. E. R. Dovey as an expert on hand writing, concerning various documents in the case.
Two Chinese witnesses for the prosecution were cross-examined by Mr. Jenkin, and the case was adjourned till next Wednesday.

The defendant offered the excuse that he did not want to go to the Police Station and being a new comer in the Colony he did not know that it was wrong to resist a constable.
A fine of \$10 and \$5 recompense was imposed, or in default of payment 14 days' imprisonment.

NO WOMEN TO TRAVEL THROUGH DANGER ZONE.

The Hon. Colonial Secretary to-day communicated to us the information that it has been decided by His Majesty's Government that no women or children are to be permitted to embark on ships travelling through any danger zones.

NO EXCEPTIONS.

Under this heading the *Times* of Ceylon of January 17th says:—There is a very familiar ring about Sir Francis May's denunciation, published elsewhere, of those wicked people who are asking that more men should be sent home from Hongkong. We wonder whether a really strict enquiry by a competent authority would result in a confirmation of the statement that all the men who could be spared had gone. It is so easy to arrive at general conclusions of this kind. For instance, quite two years ago the Ceylon proprietors in London were making vigorous representations at Downing Street to the effect that estates had already been dangerously denuded of 2,000 European money planters, have since left, and Europeans are still going. Sir John Simon and his friends a year ago were strenuously contending in the House of Commons that all the men had joined up who could be spared without ruining the country financially and hopelessly impairing its capacity for meeting the demands of the war. Yet about two million men have since been called up and the country was never so strong financially. We rather imagine that Sir Francis May would never have refused his scores of applications if he possessed a truer appreciation of the war situation. A decision such as his is so easy and so safe.

THE WAIT AND SEE POLICY IN HONGKONG.

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TICKLING IN THE THROAT.

EVEN the slightest tickling or hoarseness in the throat may be the forerunner of a dangerous illness. Stop it at once with Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

BEWARE OF COLDS.

CHILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever, and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities advise parents of colds to be quick to get rid of them. For the quick cure of colds, whooping cough, diphtheria, scarlet fever, and consumption, Chamberlain's Cough Remedy is the best. It is always depended upon and is pleasant and safe to take. For sale by all Chemists and Storekeepers.

BEHIND THE FRENCH FRONT.

A shrill whistle on a rapidly descending scale, and a German 3-inch shell burst with a loud detonation in a field on our left about 150 yards from the road. Half-way across this intervening space an old man drawing an awkward furrow with a one-horse plough pursued the even tenor of his task. The whistle, and the detonation are presently repeated, and we look back to see the ploughman returning on the forward furrow calmly following an equally calm and patient horse, while a cloud of dust is rising from the ground on which he has just turned his plough. In another part of the same field a number of women and children of all ages are seen busily engaged in harvesting operations, and the work goes on without perceptible interruption. It is considered inadvisable to expose troops in this neighbourhood by day except in very small bodies, but the task of husbandry proceeds as usual.

A little nearer to the front is a country village or what the invasion has left of it after intermittent bombardment. "Pinning" over nearly two years. A Calvary by the entrance remains untouched, but the church with its spire, as a possible observation post is a heap of ruins. A tall factory chimney has several shot-holes through it, and the factory itself is closed for repairs. Here and there a house has been squarely hit by a heavy shell and destroyed instantly and utterly; many tenements have lost the whole or part of their roofs, and the rafters are silhouetted against a pitiful sky. Few buildings are to be seen which have not had at least one shell through them, and almost all the windows are merely empty frames or are disguised in boarding or sacking.

The place is well within range of even the enemy field guns and scarcely a day passes without its "ration of hate" adding to the devastation and the death toll. All through the day and night, near at hand or further off, rising and falling but never ceasing, the thunderous roar of a far flung battle fills the air; and time and again, the crash of an enemy shell shakes the whole neighbourhood or the replying salvo of a friendly battery does by smites the ear with a deafening and nerve-racking shock.

Death and destruction, swift and sudden, threaten every living thing alike in sleeping and in waking hours, and reflection on the risks of remaining here might well shake the resolution of the boldest. But loss of home and devotion to country and duty enable the brave French, mainly women and children, to face the dreadful ordeal and even to bear it lightly. Through it all, except for the absence of the able-bodied men of military age and the evidence of war and military occupations little change is discernible in the village life. Shops are open at the usual hours, a stream of people passes to and fro, women exchange greetings and compare experiences in the doorway, and merry children gambol in the streets, as in happier times.

On occasion one may see the representatives of young France, adorned with paper helmets and equipped with wooden swords or guns engaged earnestly in mimic warfare in trenches and dug-outs of their own construction in the back yards, when time and shells are whirling overhead or bursting in the vicinity.

Such is the scene which meets the eye in any village within the fire zone; such is the spirit which is breathed everywhere. Degrees of danger and devastation, of hardship and suffering, vary, but the characteristics of the civil population remain the same—loyalty, calmness, courage, patience, industry, steadfastness, confidence.

Now and again military considerations render necessary the evacuation of the native population of such a village. This is arranged and carried out by the civil authority but is always a painful business, for it is to themselves and they desire nothing more—these splendid people would cling to the ruins of their homes, till the last. Bereavement and material losses have saddened them but they are not cowed. Fathers, sons, husbands, brothers are hearing their part with sublime courage and gratifying success in the battle-line, and those they have left behind at home speak of them with obvious and justifiable pride, discharging the greatly increased duties which devolve upon themselves with patient labour and grim determination, and await the issue of the momentous struggle with calm and complete confidence. To go in and out among these people is a fine experience and a liberal education; and the conclusion is irresistible that the French nation, endowed with qualities of this high order is to-day invincible.

Gallant France you are deservedly winning through in a long, fierce and bloody war, deliberately forced upon you by a powerful ambitious and implacable foe; and your devoted and indomitable civil population by their high courage and patriotic self-sacrifice, together with your magnificent infantry and your incomparable artillery by their conspicuous valour and endurance are writing for you in letters of gold on the page of history a record of imperishable glory.

TELEGRAMS.

(Continued from Page 4.)

GERMANY'S HOPES.

"AN EARLY AND SLASHING TRIUMPH."

LONDON, Feb. 14. American correspondents from Germany confirm the opinions of English and French experts that General von Hindenburg must strike soon. They say that the people have recently almost forgotten their sufferings in the full hope of an early and slashing triumph which will end the war.

THE KAISER AND HIS BLOCKADE.

A FOETIC FANCY.

AMSTERDAM, Feb. 16. Conversing with the poet Mueller at Mollat, the Kaiser declared that Napoleon's phantom of a Continental blockade had become a reality hitting England harder than anything hitherto. Right and morality were on the German side, for the triumph of which every clean weapon must be used.

SHIPPING LOSSES.

LONDON, Feb. 16. The following steamers have been sunk: *F. D. Lamport*, and *Amsterdam*, *Heidsieck*, the *harpine Europa* (British), and two *Grimby* trawlers. The total, including the *Turpin M. Lane*, is about 9,000 tons.

FRANCE AND THE "BLOCKADE."

PARIS, Feb. 16. The "blockade" has hitherto had little effect on France. Ships are arriving regularly at all ports. There were no fewer than 121 arrivals on the 12th inst.

DUTCH SHIPPING COMMUNICATIONS WITH EAST INDIES.

AMSTERDAM, Feb. 16. The *Handelsblad* states that the question is now being considered of sending cargo steamers to the Dutch East India via the Panama Canal. As regards passengers it is proposed that they shall travel via New York overland to San Francisco, whence Dutch steamers will convey them to their destinations.

TERIBLE SUFFERINGS OF A TRAWLER'S CREW.

LONDON, Feb. 16. Nine of the crew of the torpedoed trawler *Ashwood* relate stories of terrible sufferings. They were seventy hours in a boat with three tins of corned beef and some bilge water. Most of them were frost-bitten when rescued. The Germans took the skipper prisoner.

ARGENTINA AND THE BLOCKADE.

BUENOS AIRES, Feb. 16. The Foreign Minister has stated that Argentina could not agree to the German blockade, and that she reserves freedom of action.

FOOD MEASURE IN SWEDEN.

STOCKHOLM, Feb. 16. The Government has taken over all oats, barley and the products thereof, and has prohibited the use of potatoes as fodder.

THE SUBMARINE DEBATE IN THE HOUSE OF LORDS.

GERMAN COMMENT. AMSTERDAM, Feb. 16. Count Reventlow, the well-known German writer of Naval subjects, commenting on the debate in the House of Lords, claims that previous submarine warfare was overcome not by British measures but by the threatening of diplomatic intervention by America. He makes a feeble retort to Admiral Jellicoe's statement mentioned in the debate.

THE HEALTH OF THE BRITISH ARMY.

BETTER THAN PEACE HEALTH. LONDON, Feb. 16. Sir Alfred Keogh, in the course of a lecture in London, stated that there were only five men suffering from enteric and 18 from paratyphoid in France at the present time, thanks to inoculation. The health of the Army on all fronts was better than the peace health.

THE HISTORY OF IMPERIAL CO-OPERATION.

LONDON, Feb. 16. The Colonial Institute has decided to arrange for the publication of a history of the imperial co-operation in the war. The Editor will be Sir Charles Lucas.

AMERICA AND GERMANY.

A GRAVE SITUATION MAY ARISE.

ROME, Feb. 16. The Captain of the torpedoed American steamer *Lyman M. Law*, in an affidavit, states that the only cargo carried was wood laths for lemon boxes. The question arises whether this cargo can be classed as contraband, in view of the fact that it is useless for military purposes. If it is decided not to be contraband, a very grave situation may ensue.

GERMAN MACHINATIONS IN AMERICA.

NEW YORK, Feb. 16. There is every indication that arrangements have been perfected for the continuance of German machinations in the absence of Count Bernstorff. It is suggested that President Wilson will stiffen the embargo on shipments of arms to Mexico, where the Germans are very active.

AMERICA AND BELGIAN RELIEF.

LONDON, Feb. 16. In connection with the German announcement permitting Americans to continue their relief work in Belgium and Northern France, Reuters learns that America consented on the understanding that the same conditions apply as heretofore.

RUSSIAN FRONT.

ENEMY ATTACKS REPULSED.

A Russian official report states: We repulsed attacks south-east of Zoloboy. A German official report states: there is lively fighting between the White Sea and the Dniester.

GENERAL SMUTS AT CAPE TOWN.

TRIBUTE TO INDIAN TROOPS.

CAPE TOWN, Feb. 16. General Smuts had a magnificent reception at the City Hall. Lord Buxton (Governor-General) General Botha, and members of his Cabinet were present. The City and the British Indian community presented addresses, the Indian address affirming that General Smuts commanded no more heroic and hard-working troops than the Indians.

NEW HONOURS.

LONDON, Feb. 16. The King has invested Sir Alfred Keogh with the Grand Cross of the Order of the Bath, and Sir Francis Younghusband with a knight Commander of the Star of India.

THE PRICE OF SILVER.

LONDON, Feb. 16. The King has invested Sir Alfred Keogh with the Grand Cross of the Order of the Bath, and Sir Francis Younghusband with a knight Commander of the Star of India.

EARLIER TELEGRAMS.

RAIDING EPIDEMIC ON BRITISH FRONT.

CANADIANS GOOD WORK. LONDON, Feb. 16. Reuter's correspondent at Headquarters, writing on the 14th inst., states that raiding is "becoming epidemic." There were three successful shows during the past thirty hours, excluding minor affairs, which are now not considered worth mentioning.

The Canadians, who initiated regular raiding, went out at four yesterday morning and stirred up the 11th Bavarians between Givenchy and Souchez on a front of 600 yards, and advanced 700 yards. They remained away an hour, wrecking the German lines, including a fortified quarry. They also blew up four mine shafts, burying the miners, and brought back prisoners, though there was a double barrage. There was a second raid five hours later by 45 Canadians, who killed 18 Germans. They also bombed ten dug-outs at a cost of three light casualties. The third raid, at Bochinourt, was made in brilliant sunshine at eleven in the morning, 44 Saxons being brought back.

GERMAN CLAIMS.

LONDON, Feb. 15. A German official wireless message says: There have been numerous reconnoitring engagements, inflicting considerable enemy loss at Arras, Amiens and Arras. The prisoners supplied us with valuable information.

GERMANY AND RELIEF WORK.

THE HAGUE, Feb. 16. The German Legation states that the American delegates have been allowed to continue relief work in Belgium and the north of France.

"RUSSIAN" FIREBRANDS.

PETROGRAD, Feb. 15. The Central Industrial Committee, in the course of a statement regarding the champions who were recently arrested, for fomenting labour troubles, says that the group consists of the more moderate and non-revolutionary Latvians, who have vainly asked the settlement of conditions and strikes, and any recent action of the group is due to the general political situation, which was reflected in the pronouncements of the Duma, the Council of Empire, the Congress and by the Nobles.

INDIAN PUBLIC SERVICES.

LONDON, Feb. 16. In the House of Commons in reply to Sir John Ross, Mr. Chamberlain stated that the Raj had been asked to consider and report upon the recommendations of the Public Services Commission as soon as possible.

MACHINE-GUNS FROM INDIA.

LONDON, Feb. 16. H.M. the King made an inspection of nine machine-guns presented by the Chiefs and people of Rajputana and Ajmer. His Majesty was most interested in the inspection.

THE ADEN FIELD FORCE.

LONDON, Feb. 16. In the House of Commons, Mr. Chamberlain, in reply to Colonel Yate, said that the Raj informed him in December that it intended to place the Aden Field Force on a similar footing to the other expeditionary forces. He was inquiring when the order would be actually issued, and what decision had been arrived at regarding field allowances.

THE "YARROWDALE" AMERICANS.

NEW AND VIGOROUS DEMAND TO BE MADE. WASHINGTON, Feb. 16. A new and vigorous demand to release the Americans who were taken off the *Yarrowdale* will be forwarded to Germany shortly with a full statement regarding the treatment accorded to Germans on German ships in the United States.

FOOD TROUBLES IN HOLLAND.

DEMONSTRATIONS DISPERSED BY POLICE AND CAVALRY. THE HAGUE, Feb. 16. A revolutionary socialist demonstration was dispersed by the police, who refused to allow a deputation to protest against the dearth of food. The ap-proaches to the Ministry of the Interior and all the streets to the inner town were closed. The cavalry had numerous collisions, and several people were wounded.

DUTCH WAR CREDIT.

THE HAGUE, Feb. 16. A new Dutch war credit of 210,000,000 sterling has been passed.

CHANGE IN AUSTRIAN COMMAND.

VIENNA, Feb. 16. The Emperor has relieved the Archduke Frederick of his post of Second in Command.

HEAVY GERMAN LOSSES ON BALKAN FRONT.

LONDON, Feb. 16. A French Salonika communiqué states: An Italian counter-attack on Hill 1,080, east of Paralovo, recaptured the whole of the lost trenches. The enemy counter-attacks in the afternoon of the 13th inst. were completely repulsed. The German losses on the 12th and 13th were heavy.

DON'T RISK PNEUMONIA.

IT is absurd to allow a cough to hang on and sap your vitality when you can get rid of it by a simple remedy. You don't know who's persistent cough will land you. You can't afford to allow your throat and lungs to become diseased when it is such a simple thing to step into a chemist's shop and get a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

"MOST HATED AND MOST OBSTINATE ENEMY."

THE KAISER AND BRITAIN'S BLOCKADE.

AMSTERDAM, Feb. 16. A Berlin official message states that the Kaiser has issued the following order to the Navy: "The impending decisive battle, the task falls upon my Navy of turning the English war methods of starvation, with which our most hated and most obstinate enemy intends to overthrow the German people, against him and his Allies, by combating their sea traffic with all the means in our power. In this the submarine will stand in the first rank, and I am confident that the enemy's war designs will be broken."

ATTACKS ON TRAWLERS.

LONDON, Feb. 16. A trawler from Burnley was attacked without warning and blown up with bombs after the pirates had pillaged the food. The Captain and an engineer were taken prisoners, and the others on board were landed in boats. The crew of another trawler were ninety hours in boats, two of the men being frost bitten.

WARNING TO CUBA.

WASHINGTON, Feb. 16. Mr. Lansing has warned the Cubans that the United States cannot recognise any Government resulting from the revolution.

WITH THE RUSSIANS.

WORK OF THE BRITISH ARMOURD CARS.

Further particulars are given in the latest home papers of the recent engagements of the British Naval Armoured Car Squadron against the German Turco-Bulgarian armies in the Dobruja. The few details available show that under heavy fire and at great risk two squadrons forced a passage through the hostile lines, whereby a large force of the enemy was cut off.

It was in Turkish Armenia that their greatest adventures took place. Impediments of transport made the supply of petrol and food very difficult, and when the squadrons actually reached the Russian armies they had exhausted their supply. It would take them a matter of three days before they could get any more, and it was only by a big bluff that they saved the situation.

Just when this shortage became apparent, news of a contemplated Turkish attack reached the squadrons. They could not advance or retire, and they only saved themselves by collecting all the petrol left and putting it in their best automobile, which was sent forward deliberately as though to reconnoitre.

When the petrol arrived the armoured car, under the command of the Turkish village of Sordun, the Turks had been allowed to infer that the squadrons were going away and their surprise was complete.

The distance separating the autos from the Turkish villages was traversed by a narrow road, and the Turkish village was surrounded. One shot alone from one of the guns of the armoured car destroyed a Turkish magazine, returning 700 p.m. from Stonecutters South.

This engagement was one of many similar skirmishes in this region. The Turkish forces were repulsed, and they captured two *Cosack*s attached to the squadrons and carried them off to the hills.

The day following they came with their knives, rolled up the sleeves of their captured right arms and showed their knives upon them. They did the same the day following, upon their left arms. The third day they came to kill the prisoners, only to find that they had escaped and were back again with the squadrons.

SHANGHAI TRADE.

Messrs. Albert & Co.'s Piece Goods Market Report says: The money market continues, and prices at the weekly auctions have been somewhat on the easy side. In fact there is little business of any kind to record either in import or export, for the interior water-ways of the country are so abnormally dried up that throughout many of the smaller tributaries of the Yangtze river, cargo boats traffic is suspended, while on the Yangtze itself the traffic is being delayed.

The winter has been one of exceptional dryness, for even though heavy falls of snow have occurred in many parts, the continuous frost has prevented the rivers from benefiting. Now the first day of "Chinese Spring" has arrived, the rivers should be rising inch by inch, instead of which they are still falling, and the natives fear a sudden rush of water later on, with its usual attendant flooded areas.

Exchange has continued its upward career, and rates for cash are considerably above current quotations.

DON'T COUGH.

IT is absurd to allow a cough to hang on and sap your vitality when you can get rid of it by a simple remedy. You don't know who's persistent cough will land you. You can't afford to allow your throat and lungs to become diseased when it is such a simple thing to step into a chemist's shop and get a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut-Col. A. Chapman, V.D.

The undermentioned having joined the Corps, are allotted Corps numbers and posted as follows: No. 2056 Pte. F. W. McKerns to Centre Section M.G. Co. No. 2059 Pte. J. W. Stackhouse to Scouts Company. No. 2057 Spr. G. H. Haxton to Engineer Company. No. 2058 Spr. D. F. Taylor to Engineer Company. No. 2060 Spr. J. V. S. Xavier to Engineer Company. No. 2061 Spr. L. L. Lopez, Jr., to Engineer Company. No. 2062 Spr. G. F. De Silva to Engineer Company. No. 2063 Spr. J. M. Xavier to Engineer Company. No. 2064 Spr. A. V. Langenberg to Engineer Company. No. 2065 Spr. G. F. Alves to Engineer Company. No. 2066 Spr. J. Laurel to Engineer Company.

LEAVE.

Pte. H. A. Brand is granted leave for the duration of the war from 15th Feb. 1917. Pte. U. A. Robinson is granted leave for the duration of the war from 28th February, 1917. Pte. G. Miskin is granted leave for the duration of the war from 1st March, 1917. Pte. F. R. Smith is granted leave for the duration of the war from 14th February, 1917.

Pte. H. S. Bennett is granted six months' leave from 1st April, 1917. Spr. C. Strifford is granted eight months' leave from 15th March, 1917. C.S.M. G. W. Kynoch is granted three weeks' leave from 14th February, 1917.

To be Lieut-Col. dated 10.2.17.—Pte. A. A. da Luz.

REVERSION. Lieut-Col. C. H. Chaves is permitted to revert to the ranks at his own request.

ENGINEERS COMPANY. Detail of Engineer Company duties at Paymun from 17th to 25th inst. has been posted at Headquarters.

PARADES. Monday, 19th inst.—5.10 p.m. Centre Section M.G. Co. drill at Kowloon Docks. Hongkong residents proceed by launch from Statue Wharf at 4.30 p.m.

5.15 p.m. Scouts Company on Murray Parade Ground. Left Section M.G. Co. Civil Service Company, and Right Section M.G. Co. at Headquarters. Re-arrivals of all units at Headquarters under Corpl. Edgcombe and Corpl. Grimes.

5.30 p.m. Artillery Battery at Belchers Battery.

8 to 10.30 p.m. Instructional class No. 1 in Electric Light Duties at Belchers Battery. Instructional class No. 3 in Electric Light Duties at Kowloon West Battery.

Tuesday, 20th inst.—7.30 a.m. Belchers 6" Section at Belchers Battery.

5.15 p.m. Signalling Section "A" and "B" classes at Wellington Barracks. Artillery Battery at Belchers Battery.

8 to 10.30 p.m. Instructional class No. 2 in Electric Light Duties at Belchers Battery.

Wednesday, 21st inst.—Instructional classes 1, 2, and 3 in Electric Light Duties at A.S.C. Pier at 5 p.m. or Blake Pier at 5.20 p.m. and proceed by launch to Stonecutters, returning at 7.30 p.m. from Stonecutters South.

Thursday, 22nd inst.—5.15 p.m. Mounted Section at Jockey Club Stables.

5.30 p.m. Artillery Battery at Belchers Battery.

8 to 10.30 p.m. Instructional class No. 1 in Electric Light Duties at Belchers Battery. Instructional class No. 3 in Electric Light Duties at Kowloon West Battery.

Friday, 23rd inst.—7.30 a.m. Belchers 6" Section at Belchers Battery.

5.15 p.m. Rehearsal of all units at Headquarters. C.S.M. Wiltchell and Corpl. Grimes will attend.

5.30 p.m. Signalling Section "A" and "B" classes at Wellington Barracks. Artillery Battery at Belchers Battery.

8 to 10.30 p.m. Instructional class No. 2 in Electric Light Duties at Belchers Battery.

Sunday, 25th inst.—9.00 a.m. Scouts Company M.G. Section on Kennedy Road Range.

DETAILS. On duty 18th, 19th and 20th inst.: Scouts Company.

On duty 21st inst.: Civil Service Co. On duty 22nd inst.: Artillery Battery.

On duty 23rd inst.: Centre Section M.G. Co. On duty 24th inst.: Belchers 6" Section.

Orderly Officer from 18th to 24th inst. Lieut. Haxton.

HARPER'S BALSAMIC COUGH LINCTUS.

The mild and soothing influence which this preparation has classes it among the most valuable of its kind, in cases of Cough, Asthma, Bronchitis, Shortness of Breathing, or Difficulty of Expectoration; and while it removes the accumulation of phlegm from its Tonic and Astringent virtues it prevents its formation, and allays irritation of the membranes of the throat and chest, rendering those delicate parts less susceptible of future irritation and disease.

DOSE.—From ten drops to one tea-spoonful according to age and circumstances, to be taken three or four times a day, or when the Cough is troublesome.

PRICE \$1.00 AND \$1.50 PER BOTTLE.

Queen's Dispensary (HARPER & CO.)

TEL. 492. 31, Queen's Road Central.

THE ONLY EXCLUSIVE ENGLISH TAILORS IN THE COLONY. Diss Bros. No. 1, WYNDHAM ST. (Flower Street) ESTABLISHED 1860

"MALTHOID" because a "Malthoid" experience of over a quarter of a century is found in every day. Ask our experts, who will instruct or supervise FREE, and whose experience entitles them to your confidence! Use "Malthoid" as they recommend! Then tell your friends what you think of it! WATERPROOF! CHEAP! CLEAN! LIGHT! SAFE! SNOWPROOF! "MALTHOID". Agents, BRADLEY & Co., Ltd. HONGKONG.

COMMERCIAL. HONGKONG SHARE MARKET. Messrs. Moxon and Taylor in their report, dated the 16th inst., state:—The volume of business transacted since the date of our last circular has been on quite a small scale, and as prices showing generally speaking a tendency to sag away, with the sole exception of Wheat shares, which have suddenly come into prominence, and in which a fair amount of business has been done. Tight money continues to exercise an adverse influence on the market, both here and in Shanghai, although the situation appears to be more accentuated in Shanghai than here, business in the North being absolutely at a standstill as far as one is able to judge. The reported decision taken by the Banks in the North to restrict further export of Silver will, no doubt, exercise a good influence gradually as time goes on, but it must be admitted that there is no evidence showing the chance of really easy money in Shanghai for some time to come. RUBBER is quoted from London 3/3d per lb. BANKS.—Hongkong Banks are offering at \$715 with no business to report. MARINE INSURANCES.—Unions have changed heads at \$200, closing with sellers at the rate. Cantons at \$374, North China at \$180, and Yangtzes at \$265 are unchanged from last week. FIRE INSURANCES.—Hongkong Fires have come to business to a small extent at \$3075 and China Fires at \$150 are a neglected market. SHIPPING.—Douglases at \$114 are without feature. Deferred Indes have been dealt in at \$127 for the Settlement, probably more shares could be placed at the rate. Preferred Indes at \$419 are unchanged from last week. Star Ferries could be placed at \$23, and Steamboats at \$19 ex dividend. RHYTHMES.—China Sugars closed last week at \$126, but the market has since fallen away to \$118 at which a small business has been done. Malabons have changed hands at \$209. OLDS AND MERRIO.—Langhams are quoted \$1.30 in the North with no business to report locally. Rauba have been dealt in at \$2. Trenches at 25/6, Shells at 100/6, and Urals at 35/9 are unchanged. DOCKS.—Wharves and Godowns.—Kowloon Wharves have suddenly come into prominence, and a fair amount of business has resulted at \$90 for each, with \$92 for March, \$93 for April, and \$94 for May done. Hongkong Docks could probably be placed at \$125, for each, and Shanghai Docks continue to offer at \$1.85.

EX-HEAD OF ETON ON CINEMAS.

"ONLY THE SILLY PICTURES THAT ARE PROFITABLE."

Cinema showmen are the greatest possible influence in the wrong direction at the present time, said the Rev. E. Lyttelton, late head master of Eton, at the annual conference of educational associations held at the Imperial Institute. Did they really believe that these shows played an important part in the acquisition of knowledge? With regard to historical plays, what could they know of Oliver Cromwell when they saw the shape of his nose? (Laughter.) "The picture shows cannot be made profitable unless they produce silly pictures. It is the silly things in the shows that are having the bad effect on the present generation. If we are satisfied to leave matters alone, if not there is a great deal to be done."

A FORTY YEARS' TEST.

CHAMBERLAIN'S Cough Remedy has been curing coughs and colds for the past forty years and has gained in popularity every year. What better recommendation is required! For sale by all Chemists and Storekeepers.

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WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To	Remarks
SHANGHAI, MOJI & KOBE			
ONDOY via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES			
SHANGHAI, MOJI, KOBE AND YOKOHAMA			
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES			

Wireless on all steamers. Return tickets at a fare and a half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, apply to P. & O. S. N. Co's Office, E. V. D. PARR, Superintendent.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

North American Line. For Victoria, Seattle and Tacoma via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE AND YOKOHAMA.

"PANAMA MARU".....Sunday, 19th Feb., at 1 p.m.

"MANILA MARU".....Thursday, 1st Mar., at 3 p.m.

FORMOSAN LINE. For Tamsui, Keelung, Aiping and Takao via Swatow and Amoy.

"AMAKUSA MARU".....Sunday, 19th Feb., at 10 a.m.

"KAJO MARU".....Sunday, 26th Feb., at 10 a.m.

"SOSHU MARU".....Thursday, 1st Mar., at 3 a.m.

Calling at Tamsui, Keelung via Swatow and Amoy.

On 19th Feb. at Keelung.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf, Telephone No. 78 will be fixed.

SOUTH AMERICAN LINE. Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires via Singapore, Mauritius, Durban, and Cape Town.

AUSTRALIAN LINE. Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE. Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

JAVA LINE. Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS APPLY AT THE OFFICE.

H. YAMAUCHI, Manager.
No. 1, Queen's Building.

Tel. Nos. 744 & 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA

THE steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice. Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. All Steamers fitted with Wireless Telegraphy.

For dates of arrival and departure and all further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via PORTS and SUEZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. and APCAR LINE.

Sailings from Hongkong

mer from Hongkong	On or about	Connecting at Calcutta with	On or about
A steamer	Shortly		

For freight and further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. BORNIO MARU, For Moji, Kobe & Yokohama.....25th Feb.

S.S. NOKUTO MARU, For Moji, Kobe & Yokohama.....19th March.

For Sailing dates, Freight or Passage apply to

DODWELL & CO., LTD. Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SWATOW & SINGAPORE	CHUNAN		Feb. 19, at 10 a.m.
SHANGHAI	SUNING		Feb. 20, at 4 p.m.
HONGKONG	CHUNKING		Feb. 21, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING		Feb. 21, at Noon.
SHANGHAI	SHANGHAI		Feb. 22, at 4 p.m.
SHANGHAI	YONGCHOW		Feb. 23, Daylight.
AMOI & SHANGHAI	TAMING		Feb. 23, at 10 a.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE. Twin Screw Steamers "Chinhua," "Taming" & "Tea" Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tea."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Cherang," "Yingchow," "Shantung," "Sinking" and "Sunning," with excellent accommodation. Electric Light and Fans in Saloon and State-rooms. Maintain regular schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 24.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO	DATE
SHANGHAI via SWATOW	KWONGSANG	SUNDAY	Feb. 19, Daylight.
MANILA	TUEYNSANG	SUNDAY	Feb. 19, at Noon.
SHANGHAI	WINGANG	TUESDAY	Feb. 20, Daylight.
SHANGHAI	CHONGSANG	WEDNESDAY	Feb. 21, Daylight.
SANDAKAN	HONGSANG	WEDNESDAY	Feb. 21, at Noon.
HAIPHONG	TAISANG	FRIDAY	Feb. 23, at 7 a.m.
MANILA	LOONGSANG	SATURDAY	Feb. 24, at 3 p.m.
SHANGHAI	WONGSANG	SUNDAY	Feb. 25, Daylight.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

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Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

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NEW SERVICE OF STEAMERS BETWEEN

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Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

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SWATOW, AMOI & FOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
SHAIHONG	Capt. J. W. Evans	TUESDAY, 20th Feb. at 11 a.m.
HAITAN	Capt. A. E. Hodgins	FRIDAY, 23rd Feb. at 11 a.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier). For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co., General Managers.

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

via SHANGHAI, the INLAND SEA, JAPAN & HONOLULU. Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
SIBERIA MARU	18,000-18 knots	Mon., 28th Feb.
TENYO MARU	22,000-21 knots	Tues., 6th Mar.
NIPPON MARU	11,000-15 knots	Sat., 24th Mar.
SHINYO MARU	22,000-21 knots	Mon., 2nd April
PERSIA MARU	9,000-14 knots	Mon., 16th April
KOREA MARU	18,000-18 knots	Thurs., 26th April

First Class to London G\$348. (271-10.0) Return G\$606. (\$192)

" " " San Francisco G\$250. " G\$437.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

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Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salinas Cruz, Balboa, Callao, Arica, Iquique and Valparaiso; Thence by Trans-Andean Route to Buenos Aires, etc.

Steamer.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATE
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, NAGASAKI AND YOKOHAMA	TAMBA MARU	Capt. Akamatsu, Tons 12,500	TUESDAY, 20th March at Noon.
	SHIDZUKA MARU	Capt. Noma, Tons 12,500	WEDNESDAY, 28th March at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Capt. Takeda, Tons 8,600	FRIDAY, 16th March at 10 a.m.
	KITANO MARU	Capt. F. E. Corp, Tons 16,000	WEDNESDAY, 21st Feb. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	PENANG MARU	Capt. Kishibiki, Tons 10,000	SATURDAY, 24th Feb.
SHANGHAI & KOBE	TENSHIN MARU	Capt. Shirai, Tons 8,000	SATURDAY, 17th Feb.
	TOKA MARU	Capt. Sakamoto, Tons 10,000	WEDNESDAY, 21st Feb.
KOBE Direct	YEROFU MARU	Capt. Hima, Tons 4,000	FRIDAY, 23rd Feb.
	BENTEN MARU	Capt. Tomita, Tons 8,600	SUNDAY, 25th Feb.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND MADEIRA.

SYDNEY and MELBOURNE via MANILA/ THURSDAY ISLAND, TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

Wireless Telegraphy.

EASTBOUND NEW YORK LINE via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via MANILA, SAN FRANCISCO, PANAMA and COLON.

For dates of departure and further information apply to

NIPPON YUSEN KAISHA, B. MORI, Manager.

Telephone Nos. 203 & 202.

NOTICES TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "CITY OF VIENNA"

Captain J. W. PARTRIDGE, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the BANGKOK AND KOWLOON WHARF AND GODOWN CO., LTD., Kowloon, and stored at Consignees' risk and expense.

All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on TUESDAY, 20th instant at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

Consignees of cargo are hereby notified that they must procure an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO. Agents.

Hongkong, Feb. 14, 1917.

THE "ABAD" S.S. LINE.

NOTICE TO CONSIGNEES.

THE Company's Chartered Steamship "BANDAI MARU"

having arrived from SINGAPORE, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th February, 1917 will be subject to rent.

No Fire Insurance will be effected by the undersigned in any case whatsoever.

Damaged packages must be left in the Godown for examination by the Consignee and the Co's representatives by appointment. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

H. M. H. NEMAZEE, Agent.

Hongkong, Feb. 12, 1917.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship "GREGORY APCAR"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godown and after that time Consignees of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd. Agents.

Hongkong, Feb. 16, 1917.

AGENTS.

LONDON—WILLIAM SHAW, 42 (Grand Russell Street, W.C. 1, ALBAN. 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329,

HONGKONG POLICE RESERVE.

2002 COMPANY, PROMOTIONS.

By reason of the increase in strength of this Company, the appointment of a number of Sergeants has become necessary. Candidates for promotion will notify the Orderly Room Sergeant in writing on or before Wednesday, Feb. 21st. Candidates must (1) have had over one year's Police Reserve Service or previous military training, (2) be efficient in drill and have a good knowledge of English, (3) be familiar with Police duties and the Standing Orders of the Force, (4) be a fair shot and understand how to keep a rifle in condition, and (5) be prepared to work.

Candidates will parade in uniform, caps and covers, and with rifles at Central Station on Thursday, February 22nd, at 10 a.m.

HEADQUARTERS CLUB COMMITTEE.

A further meeting of the General Committee will take place at 5.45 p.m. on Monday, February 19th. All Superintendents and Inspectors are requested to attend.

POLICE SCHOOL.

Class I (Inspector General) - Tuesday, February 20th.
Class II (Inspector General) - Wednesday, February 21st.
Class III (Inspector General) - Monday, February 22nd.
Tuesday, February 27th, being in Rangoon, the first sitting of the C.I.B. for that date is cancelled. Further sittings will be arranged.

(Sgt.) F. C. JAMES.
D.S.P. (R.).

CHURCH SERVICES.

St. John's Cathedral Hongkong.
SUNDAY, FEBRUARY 18th.

Holy Communion (7.45 a.m.)
Matins (10 a.m.)
Evangelical Service: Venue, Tucker; Barby, To Deum, Onkelley; Jubilate, Onkelley; Anthem, "O how amiable," Barby; Hymn, 221.
God Save the King.
Holy Communion (12 noon).
Evangelical (2.45 p.m.)
Responses: Barby; Psalms, Stainer; Trinitarian: Magnificat, Dapkin (20th morning); Nunc Dimittis, Jones (25th morning); Hymns, 211 (20th) 267, 477.

Union Church, Kennedy Road.
Morning Service at 11 a.m. - Hymns, 439, 432, 534, 68; Psalm 67.
Evening Service at 8 p.m. - Hymns, 439, 432, 141, 444, 447.
Communion at 7 p.m.
Annual Collections for London Mission. Preacher: Rev. J. Kirk Macdonald.

St. Andrew's Church, Kowloon.
Morning Prayer and Holy Communion at 11 a.m.
Children's Service 2 p.m.
Evening Prayer 8 p.m.
Special services and offerings on behalf of the Church Missionary Association.

Peak Church.
Evening Service at 8.30.

St. Peter's Church, West Point.
8 a.m. - Holy Communion.
11 a.m. - Morning Prayer and Sermon.
Preacher: Rev. W. T. Featherstone.

The Gospel Hall.
10 & 12 PRINCE STREET.
Weekly Services - Sunday: Breaking of Bread for Believers only 11 a.m.
Gospel Meeting, 8 p.m.
Tuesday and Thursday, Bible study 8 p.m.
Friday, Ladies' Bible study 5.30 p.m.
Saturday, Prayer Meeting, 8 p.m.

First Church of Christ Scientist.
MacDONNELL ROAD.
Sundays, 11 a.m.
Wednesdays, 5.30 p.m.

Wesleyan Methodist Church, Wanchai.
Sunday Morning Service 10.15 a.m.
Sunday Evening Service 8.15 p.m.

Soldiers' and Sailors' Home, Arsenal Street.
Sunday Evening, Gospel Meeting, 8 p.m.

St. Joseph's Church, Garden Road.
Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Glenealy.
Low Mass at 6, 7 and 9.30 a.m.
High Mass at 8 a.m.
5.30 p.m. - Benediction of the Blessed Sacrament.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-89.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 2 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamoon Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

February 18th to 25th, 1917.

Day	High Water	Low Water
Mon 18	10.15	4.15
Tue 19	10.30	4.30
Wed 20	10.45	4.45
Thu 21	11.00	4.60
Fri 22	11.15	4.75
Sat 23	11.30	4.90
Sun 24	11.45	5.05
Mon 25	12.00	5.20

ALEX. ROSS & CO.

Machinery Office Phone 27.

OUR AGENCIES:-

Napier, Ford and Napier Motor Cars.
Brooke, Cattle and Serpents Marine Motors.
Triumph and Indian Motor Cycles.
Royal and Corona Typewriters.
Dunlop Tires and Colourwash.
Optimus Stoves.
Jeyes Fluid.
Carbonyl Stationery.
Turner Oil and Gas Engines.
Simpson and Lawrence Yacht Fittings.
Dunlop Tyres.
General Accident Motor Car Insurance.

TO LET

NO. 10, SEYMOUR TERRACE.
Apply to—
P. M. N. D. SILVA,
4, Des Voeux Road.
Hongkong, Feb. 11, 1917. 1800

TO LET

OFFICES on 1st Floor, No. 2 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE CO., LTD.
Hongkong, April 25, 1918. 50

TO LET

NO. 42, ELGIN STREET.
Apply to—
PERCY SMITH,
SETH AND FLEMING,
Hongkong, Oct. 31, 1916. 1187

TO LET

OFFICES, 2nd Floor, St. George's Building.
Apply to—
SHEWAN, TOMES & CO.
Hongkong, April 7, 1918. 511

TO LET

FLATS in "Ewo Mee" No. 8, The Peak, apply Property Office, JARDINE, MATTHEWS & CO., LTD.
Hongkong, Sept. 1, 1916. 101

TO LET

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLAT in Humphreys Buildings, Kowloon.
TO LET OR FOR SALE.
Kowloon Marine Lot 48 with wharf area 55,000 sq. ft. suitable for coal storage or erection of godowns.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, Feb. 7, 1917.

TO LET

OFFICES at 2 Connaught Road.
OFFICES in Kings and York Buildings.
HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Moreton Terraces.
HOUSES on Shamoon, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

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POST OFFICE NOTICES.

Particulars of outgoing and incoming Mails will not be advertised in future.

The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILES OUTWARD.

For WEEK-DAYS SUNDAYS & HOLIDAYS

Tai O ... 5.00 P.M. 2.30 A.M.

Cheung Chow ... 5.00 P.M. 2.30 A.M.

Shaukeuk, Sha-tin and Sheungshui ... 4.00 P.M.

Aberdeen, Antau, Ping Shau, Sai Kung, San Tin, Stanley ... 4.30 P.M.

Canton, Samsui, Regia, 6 P.M. (Lovers 6 P.M.)

Macao ... 7.15 A.M. 0.70 A.M.

Kowloon ... 6.00 P.M. 4.00 P.M.

Nantau and Samsui ... 5.00 P.M. 5.00 P.M.

Shamshui ... 10.00 A.M. 9.00 A.M.

Shamshui ... 4.00 P.M.

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Macao ... 7.15 A.M. 0.70 A.M.

WATERY HEADS ON BABY'S FACE

Hands and Arms. Had to Tie Hands to Prevent Scratching.

HEALED BY CUTICURA

"My little son came one in a while, watery heads on his face, hands and arms. Then the heads broke open into terrible sore eruptions which irritated him very much, and to prevent him from scratching I had to tie his hands."

"Seeing Cuticura Soap and Ointment advertised I sent for a few samples. I then bought more soap and Ointment and they completely healed my boy." (Signed) Mrs. A. Foster, 6, Flory Rd., Tottenham, Kent, Eng., July 28, 1915.

Sample Each Free by Post

With 32-p. Skin Book, "How to Cleanse and Ointment to Heal." Address post-card for sample, F. Newberry & Sons, 27, Chancery Lane, London. Sold everywhere.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria with two Drivers.

Quarter hour, 10 cents.

Half hour, 20 "

One hour, 30 "

Three hours, 50 "

Six hours, 70 "

Day (6 a.m. to 6 p.m.), \$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Drivers.

Hour, 0.60 cents.

Three hours, \$1.00

Six hours, 1.50

Day (6 a.m. to 6 p.m.), 2.00

III.—In the Hill District.

With 2 Drivers With 4 Drivers.

Quarter hour, \$0.15

Half hour, 0.20

One hour, 0.30

Two hours, 0.50

Three hours, 0.70

Six hours, 1.00

Day (6 a.m. to 6 p.m.), 1.50

IV.—In the Island of Hongkong if engaged in Victoria.

Ten minutes, 5 cents.

Quarter hour, 10 "

Half hour, 15 "

One hour, 20 "

Every Subsequent hour, 20 "

Note.—If the Ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m. or be discharged to the East Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour, 5 cents.

Half hour, 10 "

One hour, 15 "

Every subsequent hour, 10 "

III.—Taipei Fairs.

Twenty cents shall be added for each extra hour or part of an hour if the driver causes the journey to take longer than—

To 4th mile—

single, 75 cents; 1 hour, 1.00

return, 1.00; 2 hours, 1.50

Beyond 4th to 6th mile—

single, 1.25; 2 hours, 2.00

return, 1.50; 4 hours, 3.00

Beyond 6th to 8th mile—

single, 1.75; 2 hours, 2.50

return, 2.00; 4 hours, 4.00

Beyond 8th to 11th mile—

single, 2.25; 2 hours, 3.00

return, 2.50; 4 hours, 5.00

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsim Sha Tsui.

FARES FOR PUBLIC CARRIAGES.

Not exceeding per passenger.

From Slaughter House to Sailors' Home, 04 cents.

From Sailors' Home to Government Civil Hospital, 04 "

From Government Civil Hospital to Clock Tower, 04 "

From Clock Tower to Bazaar, 10 "

From Clock Tower to Bay View House, 10 "

From Wanchai Market to Bay View House, 08 "

From Bay View House to Quarry Bay, 08 "

II.—In the City of Victoria.

Not exceeding per passenger.

Quarter hour, 10 cents.

Half hour, 20 "

One hour, 30 "

Two hours, 50 "

Three hours, 70 "

Four hours, 90 "

Five hours, 1.10